

June 8, 2004

**SENT VIA FACSIMILE (202) 366-7882 & E-Mail**

George Person, Chief  
Recall Management Division  
Office of Defects Investigation (NRP-111)  
Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street SW, Room 5319  
Washington, D.C. 20590

**Re: Wiring for Eaton Fuller Ultrashift Transmission  
NHTSA Recall No.: 04V-174  
Kenworth Recall No.: 04KW1**

RECEIVED  
JUN 10 2004  
NHTSA

Dear Mr. Person:

Enclosed is the notification letter that was sent by Kenworth to its dealers/service managers on May 5, 2004. Also enclosed is the owner notification letter that was mailed on May 7, 2004.

Very truly yours,



Kenneth R. Brownstein  
Senior Counsel

Enclosure  
KRB: ptg  
E-mail: ken.brownstein@paccar.com

DEPT:	CUSTOMER SERVICE
CATEGORY:	Product Recall
TITLE:	Campaign 04KW1 Wiring for Eaton Fuller Ultrashift Transmission
NUMBER:	04KW1 PG: 1 OF 1
DATE:	04/28/04
VALID UNTIL:	Superseded

## **Division of PACCAR**

### **FEDERAL RECALL CAMPAIGN 04KW1**

**W900, T600 AND T800 MODELS BUILT AT THE KENMEX FACTORY FEBRUARY 5, 2003 THROUGH JANUARY 13, 2004 WITH AN EATON FULLER ULTRASHIFT TRANSMISSION**

Kenworth Truck Company has determined that a defect, which relates to motor vehicle safety, exists in certain Kenworth W900, T600 and T800 models with Eaton Fuller Ultrashift Transmissions. The subject vehicles were manufactured on February 5, 2003 through January 13, 2004 at the KenMex factory. A total of 25 U.S. trucks and 1 Canadian truck are involved in this campaign. The chassis list and a copy of the customer letter are attached. The DWC and SIR online systems indicate chassis involved in this recall with the designator of "04KW1" in the campaign field.

### **SITUATION**

Kenworth observed during a vehicle inspection at the KenMex factory that it is physically possible to improperly connect the neutral start circuit of the transmission to the other start circuit of the engine. Failure of the two circuits to be properly connected will disable the neutral only start feature of the transmissions and the truck may be able to start in any gear. Procedures were immediately put in place at all plants to insure that the correct connections were being made and the transmission functioned properly before being released from production. The harness has been redesigned to eliminate the possibility of an improper connection between these two circuits.

### **RESOLUTION**

Kenworth has initiated a recall to inspect and correct, if necessary, all trucks with the Eaton Fuller Ultrashift Transmission manufactured during February 5, 2003 through January 13, 2004 at the KenMex factory. The repair involves performing a start enable operational test, and if necessary, make wiring repairs provided in the attached procedure.

**It is a violation of Federal law for a dealer to sell or lease new vehicles covered by this recall until the defect or noncompliance has been corrected.**

### **WARRANTY**

Kenworth will allow .2 hour labor to perform a start enable operational test. If the truck checks okay, please use Quick Claim 04K1A to file for warranty.

Kenworth will allow 1.2 hours to perform the start enable operational test and repair the wiring, if required. Please use Quick Claim 04K1B to file for this warranty repair.

**04KW1 Recall**  
**Start Enable Circuit for Eaton Fuller Ultrashift Transmissions May Be Inoperative**

**PROCEDURE**

**Transmission Start Enable Operational Test**

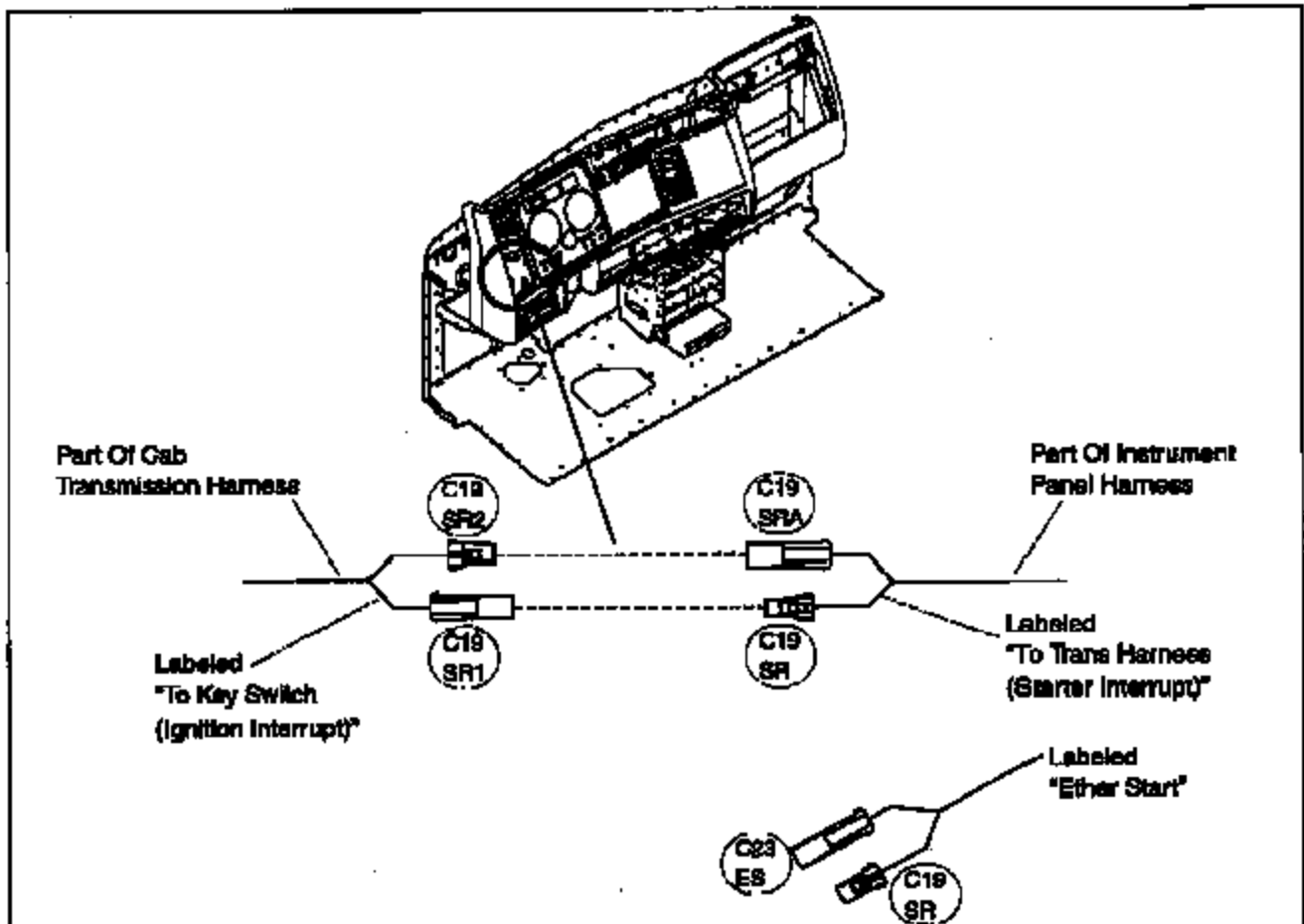
1. Chock wheels.
2. Ensure that parking brakes are applied.
3. Select Forward Automatic mode on Shift Control Pad.
4. With transmission in gear, turn ignition key to START position.
  - If engine does NOT start (starter does not engage), proceed to step 5.
  - If engine does start, proceed to Transmission Start Enable Circuit Wiring Repair section below.
5. Select Reverse gear on Shift Control Pad.
6. With transmission in gear, turn ignition key to START position.
  - If engine does NOT start (starter does not engage), the start enable circuit is okay. No additional testing or repairs are necessary.
  - If engine does start, proceed to Transmission Start Enable Circuit Wiring Repair section below.

## 04KW1 Recall

### Start Enable Circuit for Eaton Fuller Ultrashift Transmissions May Be Inoperative

#### Transmission Start Enable Circuit Wiring Repair

1. Remove fasteners securing Speedometer/Tachometer panel to dash. Move panel back to gain access to IP harness.
2. From behind dash, locate both cab transmission harness connectors labeled "TO KEY SWITCH (IGNITION INTERRUPT)". See Figure 1.



**Figure 1**

3. If the "TO KEY SWITCH (IGNITION INTERRUPT)" connectors are connected to the IP harness connectors labeled "ETHER START", disconnect them.
4. Reconnect the "TO KEY SWITCH (IGNITION INTERRUPT)" connectors to the IP harness connectors labeled "TRANS HARNESS (STARTER INTERRUPT)".

**NOTE:** Tie back the "ETHER START" connectors to prevent any future technician mis-wiring.

5. Perform Transmission Start Enable Operational Test again to ensure engine will not start when the transmission is in a forward or reverse gear.



May 12, 2004

Dear Kenworth Owner,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Kenworth Truck Company has decided that a defect which relates to motor vehicle safety exists in the wiring for Eaton Fuller Ultrashift Transmissions in certain Kenworth trucks manufactured from February 5, 2003 through January 13, 2004. Your vehicle has been identified as having been manufactured with this defect.

Kenworth has determined that during production it is possible to misconnect two wiring circuits to each other. If this occurs the neutral start only feature will not function and the truck may start in any gear, which may cause unintended vehicle motion resulting in a crash without warning.

Kenworth has initiated a recall to inspect and correct, if necessary, all trucks manufactured with the Eaton Fuller Ultrashift Transmission during the dates specified above. You are urged to immediately contact your nearest authorized Kenworth dealer to have this work completed. This work may take up to 2 hours and will be performed at no charge to you.

If you believe you had this repair made prior to receiving this notification, please contact your nearest dealership for possible reimbursement.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98083-1000, Attn: Customer Service Department, phone 425-828-5000.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll free Auto Safety Hotline at 1-888-327-4236.

Federal regulation requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

If you no longer own this vehicle, we would appreciate your advising us of the new owner if you know their name. The enclosed card may be used for this purpose.

We regret any inconvenience that this work may cause.

Sincerely,

Mike Kalkoske  
Director of Customer Service